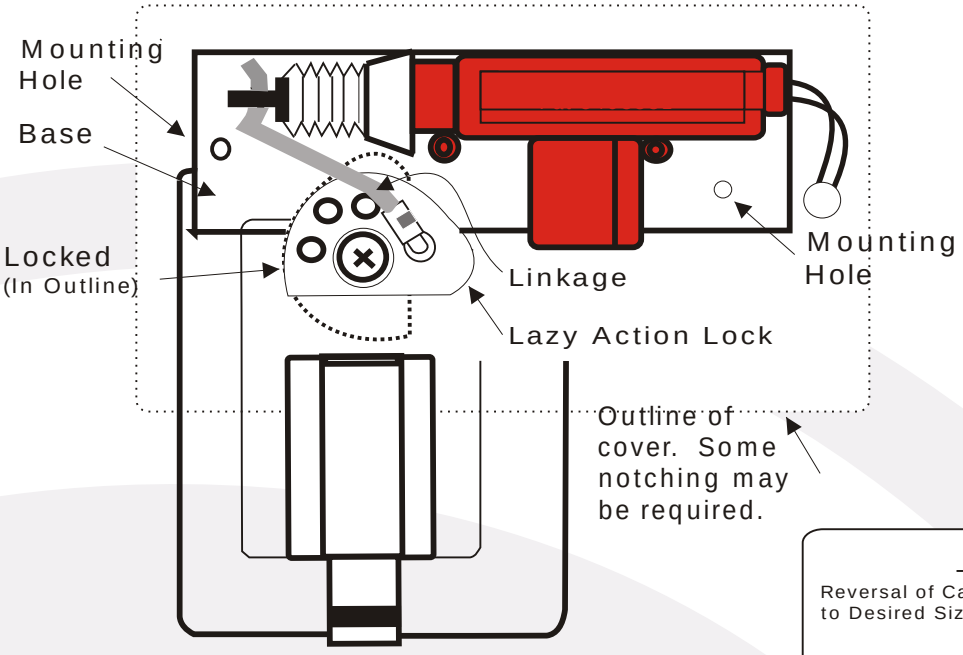
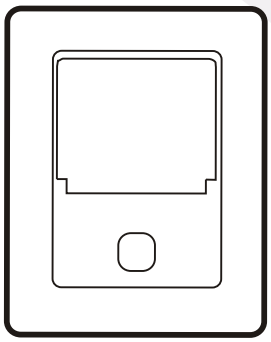
# PLII

## PLII (Lazy Action Lock) with cover

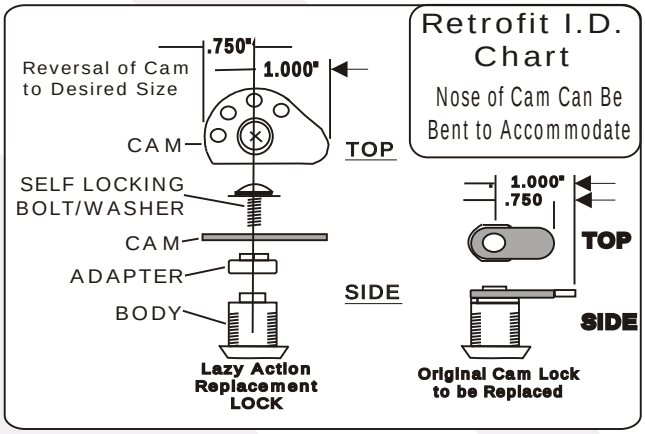



REAR VIEW of PADDLE



FRONT VIEW of PADDLE

INPUTS: SEE WIRING INSTRUCTIONS




## CAUTION:

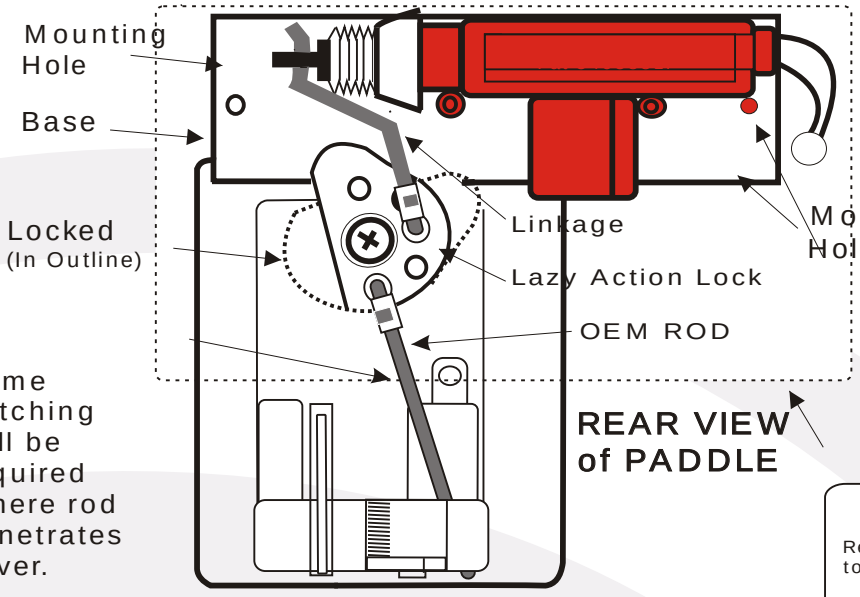
DO NOT CLOSE ANY DOOR UNTIL KEY OVERRIDE IS TESTED & WORKING.

### LOCK REPLACEMENT RECOMMENDATIONS

1. Remove existing lock from back by removing nut threaded to lock body.
2. Install provided **Lazy Action Lock** in the same order as the exploded diagram. (Lock assembly is shipped in the correct orientation).
3. Connect the pre-bent linkage to the cam and actuator. (This helps in finding the most desirable location for the actuator). In the event the rod is lengthened, never exceed 8" in length to assure proper latching when vehicle is in motion.
4. Any modifications to the connecting linkage may result in provided cover not fitting correctly.

Note: To prevent loosening of the nut that holds the lock body, a s very small amount of rubberized silicone should be applied at the base of the lock threads. The use of silicone lubrication is recommended.

## PLII-ERL Rotary Latch




REAR VIEW of PADDLE

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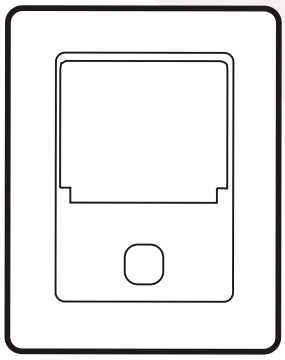
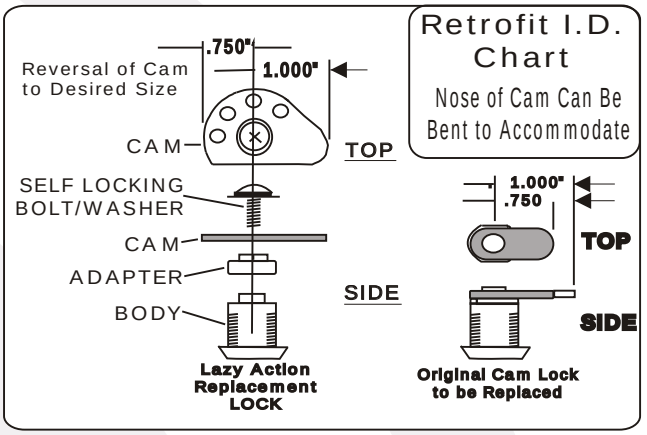


FRONT VIEW of PADDLE

INPUTS: SEE WIRING INSTRUCTIONS




## CAUTION:

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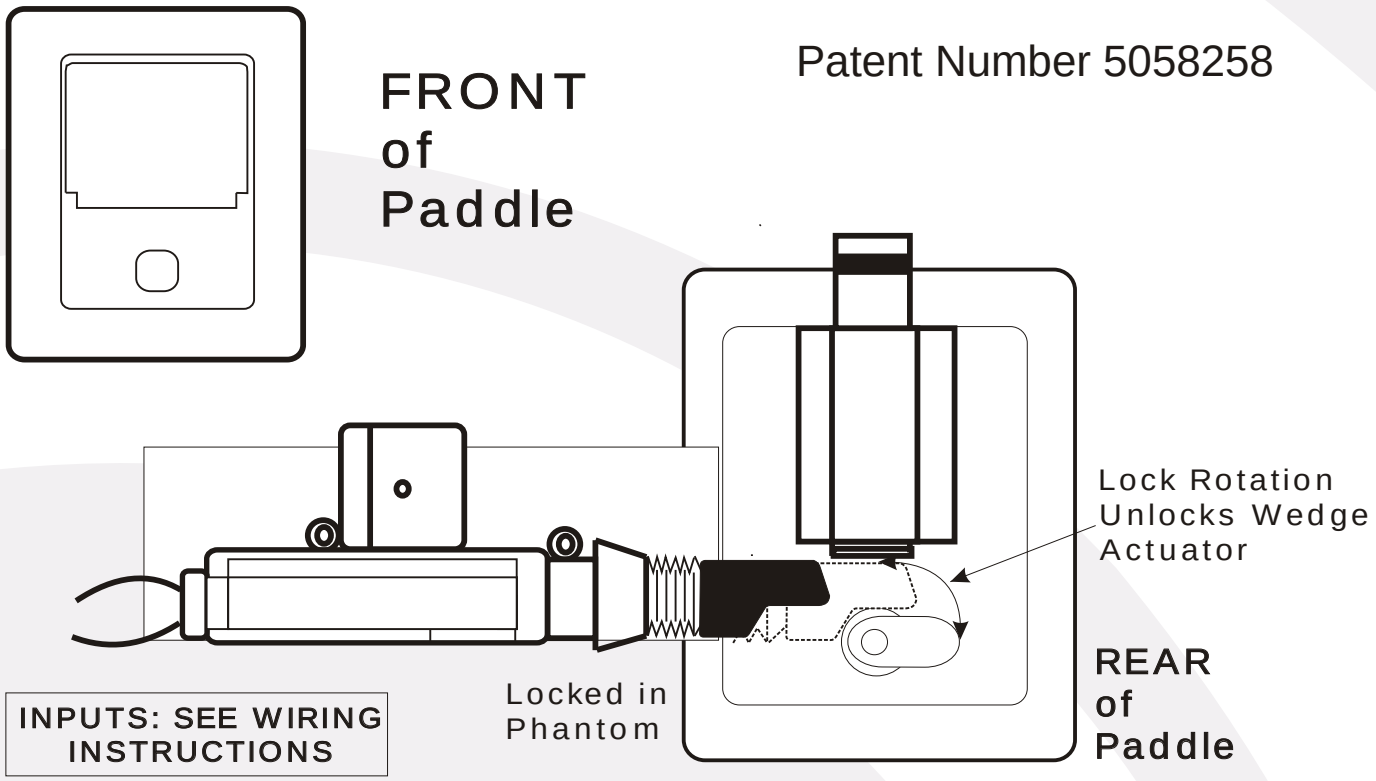
### LOCK REPLACEMENT RECOMMENDATIONS

1. Remove existing lock from back by removing nut threaded to lock body.
2. Disconnect locking rod from nylon holder connected to cam lock. (Rod to be reinstalled).
3. Install the provided **Lazy Action Lock** in the same order as the exploded diagram. Recommend the use of a small amount of silicone adhesive at the base of the threads on the lock barrel prior to the locking nut being installed (This will prevent unwanted loosening of this nut).
4. To locate the most desirable mounting of the actuator and base we recommend the following procedure: With the actuator affixed to the mounting base, connect the pre-bent linkage from the actuator affixed to the mount base and then to the lazy action cam.
5. Next connect original locking rod in its correct orientation to the lazy action cam.
6. Before mounting the actuator and base, manually cycle the actuator. Movement of the base will help in finding the ideal location to the mount.
7. Use the provided #8 self taping screws. (Only two screw are necessary).
8. Complete wiring by surface mounting the branch wire to the actuator of fishing the wire through the hollow cavity of the door shell. (See wiring instructions).
9. Prior to installation of cover, test the power locking system through the vehicles new electric system.
10. The cover can be installed after the system is tested and key override is working properly. For cover installation use the included #8 self-taping screws for the covers 4 holes on the outer mounting flange. Thread the (2) #6 nuts onto the through studs completing the installation.




## CAUTION:

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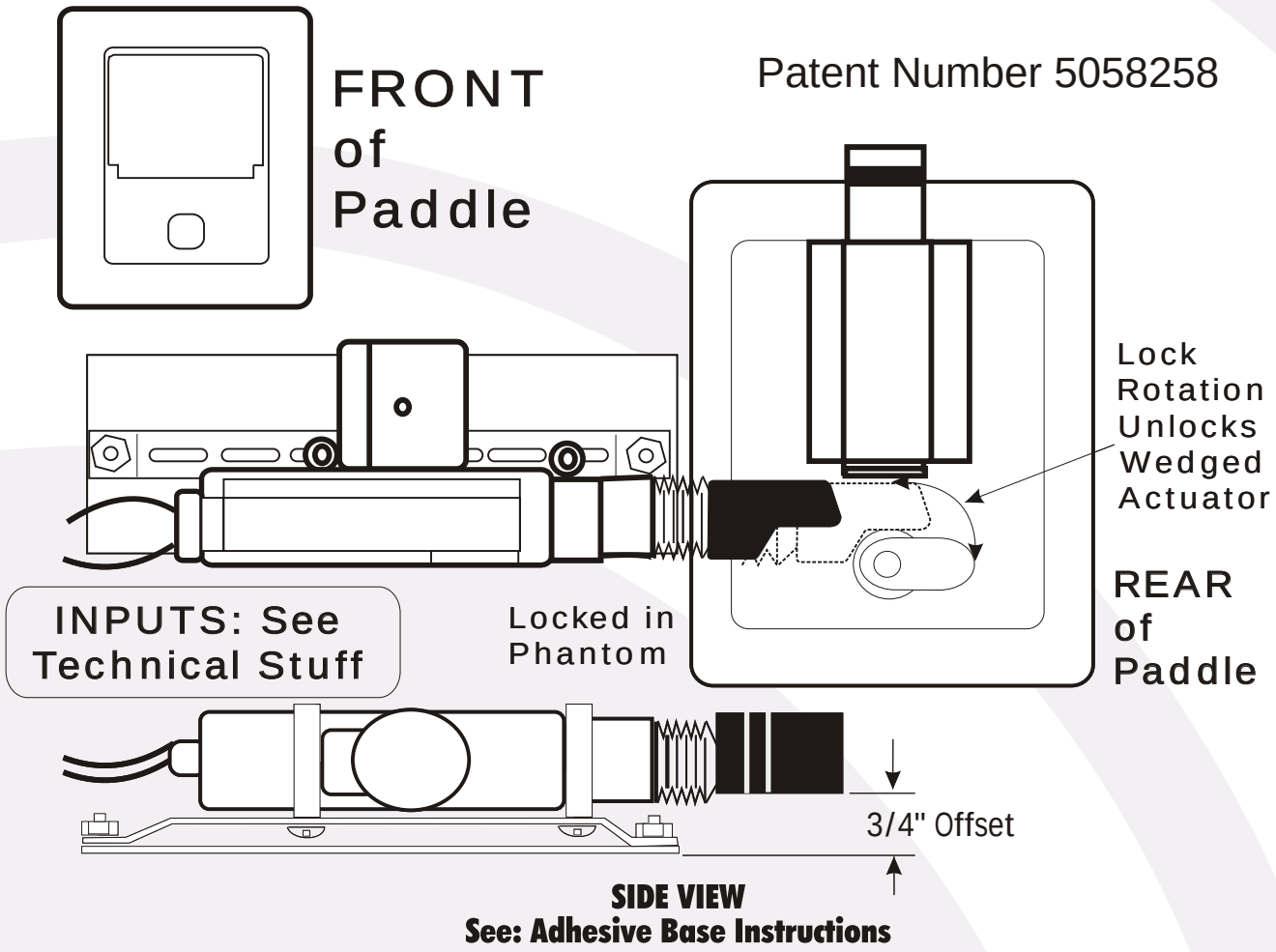
### Actuator Installation

1. The correct location for the actuator is where the nosepiece operates as illustrated in above drawing.
2. Actuator placement, location and height could require an additional mounting platform for alignment and correct placement of actuator.
3. Provided cover will need to be notched or new cover fabricated to prevent any loose items from restricting actuator.

Note: To prevent loosening of the nut that holds the lock body, a s very small amount of rubberized silicone should be applied at the base of the lock threads. The use of silicone lubrication is recommended.




CAUTION:

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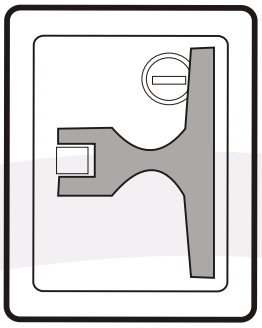
Actuator Installation

1. The correct location for the actuator is where the nosepiece operates as illustrated in above drawing.
2. Actuator placement, location and height could require an additional mounting platform for alignment and correct placement of actuator.
3. Provided cover will need to be notched or new cover fabricated to prevent any loose items from restricting actuator.

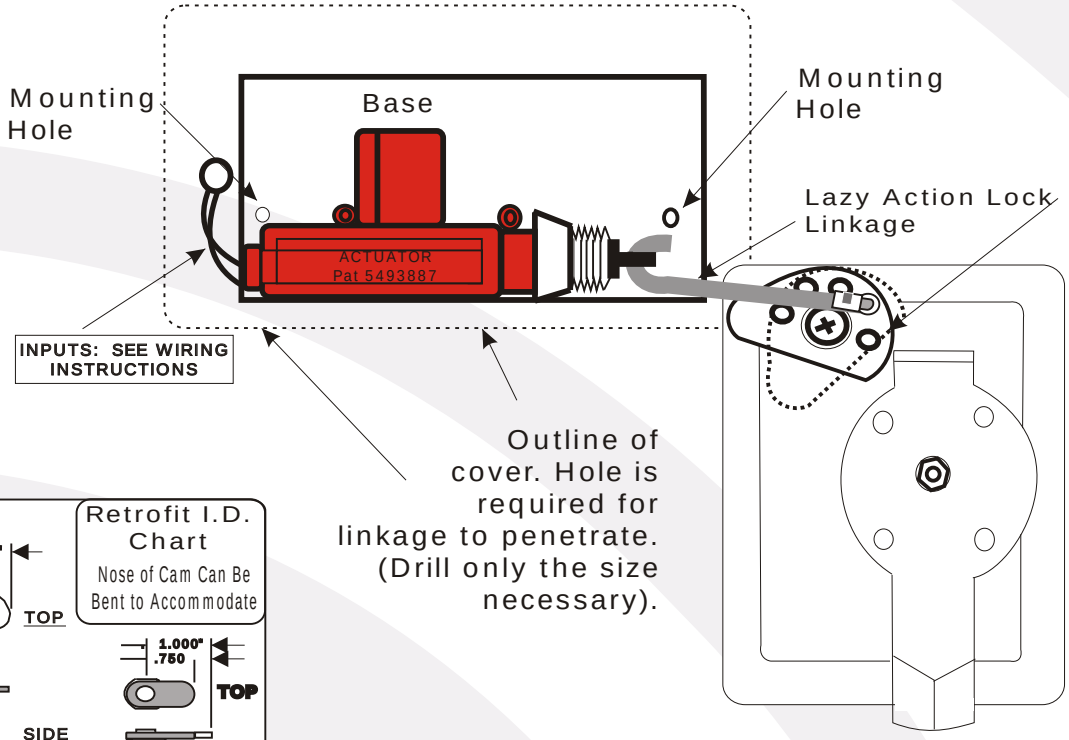
Note: To prevent loosening of the nut that holds the lock body, a s very small amount of rubberized silicone should be applied at the base of the lock threads. The use of silicone lubrication is recommended.

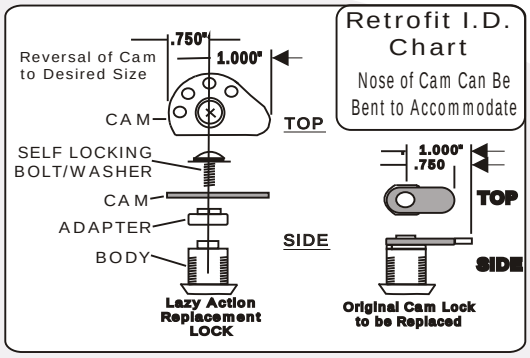
# PLII-T

## PLII-T (Lazy Action Lock) with cover



FRONT VIEW
of TEE




REAR VIEW
of TEE

## CAUTION:

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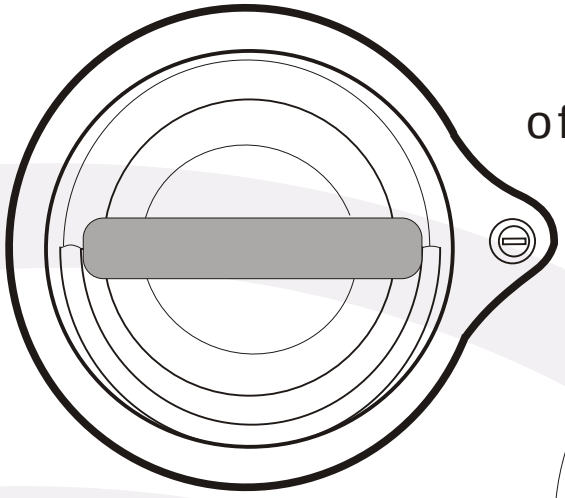
### LOCK REPLACEMENT RECOMMENDATIONS

1. Remove existing lock from back by removing nut threaded to lock body.
2. Install provided **Lazy Action Lock** in the same order as the exploded diagram. (Lock assembly is shipped in the correct orientation).
3. Connect the pre-bent linkage to the cam and actuator. (This helps in finding the most desirable location for the actuator). In the event the rod is lengthened, never exceed 8" in length to assure proper latching when vehicle is in motion.

Note: To prevent loosening of the nut that holds the lock body, a s very small amount of rubberized silicone should be applied at the base of the lock threads. The use of silicone lubrication is recommended.

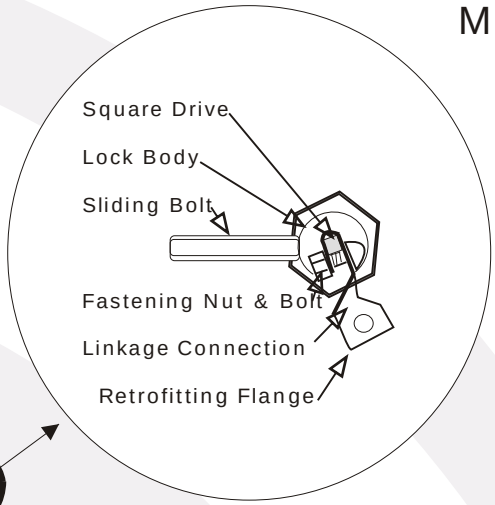
## PLII-D (D-Ring Back to Back)



FRONT
of Key Locking
Exterior

Linkage for this application must be custom bent.

Magnified View







Actuator

Direction
Of Thrust

REAR
of Thumb Latch
Interior

Optional Direction
for Actuator

### Lever Installation Recommendations

Placement of the lever arm should be done before interior door handle is finally installed. It's installation is shown in the magnified view. The linkage provided must be bent to the most desirable location for the power pack. The rod should never exceed 8". This assures proper latching when vehicle is in motion. To prevent loosening of the nut that holds the lock body, a very small amount of rubberized silicone should be applied. The use of silicone lubrication is recommended.